

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSIT COMMITTEE

January 14, 2010  
Maricopa Association of Governments Office  
302 North First Avenue, Suite 200, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Phoenix: Debbie Cotton	Paradise Valley: William Mead
ADOT: Mike Normand	Peoria: David Moody for Maher Hazine
Avondale: Rogene Hill	*Queen Creek: Wendy Kaserman
Buckeye: Andrea Marquez	Scottsdale: Theresa Huish
Chandler: Dan Cook for RJ Zeder	Surprise: Michael Celaya
#El Mirage: Pat Dennis	Tempe: Jyme Sue McLaren
Gilbert: Tami Ryall	#Tolleson: Chris Hagen
Glendale: Cathy Colbath	Valley Metro Rail: Wulf Grote
Goodyear: Cato Esquivel	Regional Public Transportation Authority:
Maricopa County: Mitch Wagner	Paul Hodgins for Carol Ketcherside
Mesa: Mike James	

EX-OFFICIO MEMBERS ATTENDING

\* Members neither present nor represented by proxy.   + - Attended by Videoconference  
# - Attended by Audioconference

OTHERS PRESENT

Kevin Wallace, MAG	Matthew Dudley, Glendale
Eric Anderson, MAG	Romina Korkes, Goodyear
Monique de los Rios Urban, MAG	Jeff Martin, Mesa
Alice Chen, MAG	Jorie Bresnahan, Phoenix
Bob Hazlett, MAG	Bob Antila, RPTA
Roger Herzog, MAG	Jim Swanson, Surprise
Sarath Joshua, MAG	Robert Yabes, Tempe
Marc Pearsall, MAG	Ethan Rauch, AECOM
Tim Strow, MAG	Kammy Horne, URS
Steve Tate, MAG	Jennifer Pyne, URS
Eileen Yazzie, MAG	
Patrice Kraus, Chandler	

1. Call to Order

The meeting was called to order at 1:33 p.m. by Chair Debbie Cotton of the City of Phoenix. Chair Cotton welcomed everyone for attending the first Transit Committee meeting and invited introductions from the members in attendance.

Chair Cotton inquired if there were any members participating remotely for this meeting and that they please introduce themselves. Committee member (Pat Dennis-El Mirage) via teleconference-remote participation introduced herself. Chair Cotton invited the members in attendance to introduce themselves. (Committee members at the table introduced themselves) Chair Cotton explained to those in attendance that MAG Staff can provide parking validation for attendees.

2. Call to the Audience

Chair Cotton asked if there were any public comment cards and if there were any members of the public who would like to comment.

Chair Cotton stated that she had not received any request to speak cards from the audience and moved onto the next item on the agenda.

3. Transit Program Manager's Report

Kevin Wallace, the MAG Transit Program Manager, provided a report to the Transit Committee on activities of general interest. Mr. Wallace noted that three MAG commuter rail studies were nearing completion. The System Study, Grand Avenue Corridor Development Plan and the Yuma-West Corridor Development Plan will be presented before the MAG Transit Committee in the March 2010 time frame. Mr. Wallace then noted upcoming project meetings: a Grand Avenue Project Review Team meeting was scheduled for Wednesday, January 27, 2010 at 9:00 am in the Cholla Room, Yuma-West Project Review Team meeting was scheduled for Thursday, January 28, 2010 at 9:00 am in the Cholla Room, a System Study Review Team meeting was scheduled for Tuesday, February 2, 2010 at 1:30 pm in the Saguaro Room, and the Commuter Rail Stakeholders meeting was scheduled for Wednesday, February 17, 2010 at 1:30 pm at Phoenix Burton Barr Library in the Auditorium.

Mr. Wallace also updated the members on upcoming federal funding opportunities for 5310, 5316 and 5317 programs. Member questions on any of those programs were directed to the requisite MAG staff included in the accompanying member information packets.

Chair Cotton asked if there were any questions for Item #3 from any members. Chair Cotton stated that there were no additional comments and moved onto the next item on the agenda.

4. Transit Committee Roles and Responsibilities

Chair Cotton noted that Mr. Kevin Wallace would cover this agenda item. Mr. Wallace provided an overview of the MAG committee process to the Transit Committee, and explained how the Transit Committee would provide recommendations to the Transportation Review

Committee, which consolidates technical committee recommendations before proceeding to the MAG Management Committee. Mr. Wallace noted that MAG is the designated Metropolitan Planning Organization for region, and that the region is also designated as a Transportation Management Area, which is a federal designation for urban areas of over 200,000 in population.

Mr. Wallace then discussed four primary documents that are important to the regional transportation planning process, including the Regional Transportation Plan, Transportation Improvement Program, Air Quality Conformity Analysis Document, and the annual Unified Planning Work Program.

Mr. Wallace stated that the Transit Committee was formally established by the MAG Regional Council on September 30, 2009. He then discussed the background for the formation of the Transit Committee. First, Mr. Wallace noted that as the Metropolitan Planning Organization, MAG's planning process is reviewed by the Federal Transit Administration and Federal Highway Administration every four years. Comments from the previous two certification reviews noted that MAG needs to document and clarify the process for programming transit projects in the Transportation Improvement Program. In preparation for the 2010 certification review, a working group from MAG, RPTA, METRO, and the City of Phoenix, as the designated recipient, was formed to review regional programming and planning functions. The working group recommended that transit programming activities be moved back to MAG from RPTA, and that a Transit Committee be formed at MAG.

Mr. Wallace then stated that MAG staff will work to ensure the planning process is transparent, cooperative, and performance based. He noted that cooperation in the planning and decision making processes will ensure transparency and encourage good dialogue among the MPO, transit operators, DOT and other MAG members. The committee will receive policy direction from Regional Council and TPC. MAG staff will work to ensure that all information is available to committee members so that they have good information on which to base their decisions. Mr. Wallace concluded his presentation by noting that future priorities for the Transit Committee include recommendation of the draft TIP and establish programming guidelines for the region for funding allocations and the review and recommendation of regional transit studies as they are brought forward.

Chair Cotton asked if there were any questions in regards to Mr. Wallace' report.

Mr. Wulf Grote commented that METRO has been conducting for two to three years a system planning work group for high capacity corridor studies that bring in other agencies and cities. METRO will no longer have this system planning work group in lieu of the new Transit Committee. METRO has a number of alternative analysis that will require adjustment and refinement in the regional plan as they are updated and completed. Discussion followed.

Chair Cotton stated that one of the recent recommendations she has received from the FTA and FHWA was the need for the region to have better coordination of our transportation planning efforts. From a public perspective, the FTA and FHWA recommended increased public transparency and public input for all public projects. The Transit Committee will ensure their recommendations are addressed.

Chair Cotton stated that there were no additional comments and moved onto the next item on the agenda.

5. Programming the Transit Component of the FY 2011-2015 Transportation Improvement Program

Chair Cotton introduced Eileen Yazzie, MAG's Transportation Programming Manager. Her primary responsibility is managing the programming of the TIP and taking any changes through to the current TIP. Ms. Yazzie mentioned as a side note that there were no revised memorandums for today's packet, so the members' packet is the most current version.

Ms. Yazzie commented that this is a transition year for MAG and transit programming for the region. RPTA has traditionally managed programming, but the Regional Council has now tasked MAG with being the responsible agency for regional programming. The region's transit operators, cities and agencies spent a great deal of time in updating the Transit Life Cycle Program (TLCP). The MAG Transit Committee will not undue those efforts or process, but will recognize the outcomes of that process and will work cooperatively with the ALCP Update.

Ms. Yazzie reminded the attendees that these items were for information and discussion only. Action was not needed, but in February-March there will need to be action taken on these future agenda items.

Ms. Yazzie elaborated on general federal programming responsibilities and referred the members to their memorandums and the PowerPoint presentation. She outlined and highlighted the three areas of cooperation between MAG and the transit operators in the region. The 5307 funds, the 5309 Rail and fixed guide way program and CMAQ funds. These are federal funds that come through the MPO. The handouts explained how to access those funds and who each contact is for those programs. Discussion followed. It was explained that the City of Phoenix is the region's designated grant recipient. They are the agency responsible for putting together the federal grants, and MAG is the MPO responsible for concurrence with those grant guidelines to ensure that projects are in the TIP.

Ms. Yazzie elaborated on a chart-graphic that explains the programming responsibilities for MAG. The Regional Transportation Plan (RTP). The Transit Life Cycle Program (TLCP), which is currently managed by the RPTA as per state law. The MAG Transportation Improvement Program (TIP) is managed by MAG. The TIP is a listing of transit and highway projects for the region. Once the annual federal apportionment is received from Congress, and those funds are received locally, MAG reconciles those funds with the TIP for the program of projects. Then MAG proceeds with one of the final steps by putting together the grant process with City of Phoenix considering Member agencies' capital projects for these grants.

Ms. Yazzie further discussed another chart specifying the TLCP as of December 2009, but noted that the numbers in this chart were not final and may be adjusted. Discussion followed. Ms Yazzie offered one clarification for the members. She stated that she had heard recent comments and speculation from member agencies and operators that there may be nearly \$100 million in additional revenue (un-programmed funds) left in the TLCP. However, there were already \$67 million worth of local projects that could be moved forward using that additional revenue. This left a funding gap of approximately \$33 million.

Ms. Yazzie also relayed some questions and concerns from member agencies and operators on why there were un-programmed funds, even in 2009. She explained that there were many reasons: there have been deletion and deferments of bus purchases, deferments of transit service expansions, and transit centers and park and rides in the MAG region. The deletions and deferments were primarily linked to local operational budget cuts. When the ARRA transit funding began, the region was heavily funding the park and ride and transit centers in the region in the range of \$50-60 million. This new infusion of ARRA dollars freed local funds and made them available for maintenance, operations, ADA and other needs.

One unknown area in the memo which MAG does not have final numbers on is ADA operations costs and related projects. This has not been talked about at the forefront of ARRA funding, but is very important. Under 5307, 10 percent of those funds can now be used for ADA operations. Preventative maintenance (associated capital maintenance) was another area that was unclear until recently. 5307 funds can be used for preventative maintenance. Currently there are over \$25 million in regional preventative maintenance needs. Phoenix and MAG are working with the FTA to clarify the percentages of 5307 that can be used for PM.

Ms. Yazzie updated the members in immediate needs for the region. MAG has not submitted our program of projects for FY 2009, nor has it been finalized. ARRA funding shifted the region's resources to obligate those funds in 2009 as well as the budget crisis. The Program of Projects went on the back burner for all of 2009 although it must still be rectified and finalize those numbers in the coming month so that we can submit our grant applications as soon as possible to the FTA.

Ms. Yazzie spoke of the development of the Draft 2011-2015 TIP. This schedule has been moving at a rapid pace and will continue through to February and March for a public draft listing of projects and public hearing. By federal law, the first two years of the TIP must be programmed for available and committed funds, namely 2011-2012. The 2013-2015 can not exceed the level of expected and committed funds. As per guidelines, RPTA had been working on a previous set of guidelines that were established in the 1990s and have been modified slightly over the years. Discussion followed. Ms Yazzie referred to the current time line and tasks list. It is expected that 2009-2010 programming modifications for the current TIP will be presented for action in February/March. Additionally, action will be taken in March for 2011-2015 Draft Project listings for TIP for transit.

Chair Cotton asked if there were any questions in regards to Ms. Yazzie's report.

Mr. Mike James inquired of the status of a Transit Priority list that had been developed amongst RPTA members at the RPTA a few months ago. He wanted to know how MAG incorporate that list into its future programming.

Ms Yazzie stated that MAG was not familiar with this list as it had not been shared with MAG staff. Ms. Yazzie inquired with RPTA's Paul Hodgins to give more information on that list.

Mr. Paul Hodgins replied that RPTA had done much work on the TLCP with the RPTA members on developing and drafting a highest priority list of projects. Many of the projects from this list were in turn submitted to the Eligible Regional Projects section of un-programmed funds, which was given to MAG in 2009 as a part of the TLCP process. These

are considered the highest priority projects for each denoted year, which currently don't have federal funds. RPTA wishes to see these projects receive federal funds as they do represent by consensus the highest priorities for the region.

Ms Yazzie acknowledged Mr. Hodgins clarification and responded further to Mr. James' initial question. MAG has indeed received some projects from that RPTA Transit Priority wish list, as they have been included in the new reconfigured TLCP with input from the RPTA and MAG outreach to regional members.

Ms Yazzie clarified that in relation to these ARRA One guidelines, the RPTA Transit Priority wish list was approved by RPTA, but not by the MAG Regional Council. MAG only approved some of the individual projects within that list. These issues should be remedied as a future policy discussion between MAG, RPTA, Valley Metro Rail and City of Phoenix.

Mr. James inquired with a follow-up question. His second question was regarding leftover ARRA funds and their application for pending or unfunded projects.

Ms Yazzie indicated that this would be addressed in the next agenda item. MAG included the guidelines of the latest prioritization for unspent ARRA funds. Under the guise of the 5307 eligibility guidelines, 10 percent could be used for upgraded facilities, fleet and maintenance. Rail and Bus operating funds could not be taken into consideration due to the legal restrictions on using that source for operations. However, 10 percent allocation for ADA operating assistance and preventative maintenance are included in the latest ARRA guidelines.

Mr. Hodgins mentioned that an updated list of candidate projects for ARRA was available at RPTA, however Ms. Yazzie replied that it appeared that there were no eligible projects on that wish list that would fall within the guidelines stipulated by ARRA.

Mr. Grote commented that several of the agencies are having challenges with the transit operations. When ARRA was initiated, operating funds were not available. As ARRA matured, some operating funds were reprogrammed for some operational scenarios. He inquired if there was an ability to shift ARRA funded projects and swap them with formula funded projects. Perhaps ARRA projects receive formula money, so that operating dollars can be freed up.

Ms Yazzie replied that due to the time constraints and late date of the calendar, that the shift is not possible. ARRA grant applications have already been completed, accepted and all funds have been obligated. Since the FTA's deadline is March 2, 2010, there is no time to amend our ARRA grant applications.

Mr. Grote inquired if ARRA grants are structure differently than normal grants. Usually, there is the ability to amend the grant after the fact. He asked if the same rules apply to ARRA.

Ms Yazzie responded that she would look into this issue with the FTA and the City of Phoenix as the federal grant recipient.

Mr. Grote added that preventative maintenance program opportunities would free up operating funds for the region.

Mr. Hodgins commented that the RPTA's experience in shifting funds from the Arizona Avenue BRT project is that the FTA is being very careful in allowing the region to amend grant applications. There is not the same flexibility with managing the ARRA grant as there has been in managing other grants in the past.

Chair Cotton asked if there were any other comments on this topic.

Chair Cotton requested that Ms. Yazzie to refer to the table in the PowerPoint. In regards to Ms. Yazzie's comments, Chair Cotton asked that the members not take anything out of context, but wanted to clarify the importance of the rationale behind the formation of this Transit Committee. She specified that the reason the MAG Regional Committee formed the Transit Committee was so that the region could adhere to the recommendations given to us by the Federal Transit Administration, in order to better manage regional programming and planning functions.

Chair Cotton added that from the FTA perspective, the only agencies held responsible and accountable for transit in Region 9 are the City of Phoenix and MAG. FTA is holding those agencies involved with the distribution of federal funds accountable to the general public. Members need to understand that MAG and City of Phoenix are not trying to take anything away from anyone, but are following the FTA's recommendations to improve and streamline our local management of regional programming and planning functions. MAG and the City of Phoenix are committed to this task.

Chair Cotton mentioned that while not every city in the region is a member of RPTA by choice, every community in the MAG region is contributing tax dollars and deserves fair representation and access to funds on an equal level as other communities. The FTA is telling the MAG region that we need a level playing field when it comes to the regional allocation of funds. The FTA has stated that they have not been pleased with the performance of the region and have now given us clear direction and recommendations to move forward. This underscores the Committee's adherence to carry out the wishes of the MAG Regional Council.

Ms. Rogene Hill inquired about Proposition 400 funds restrictions. She asked if due to the ARRA funds replacing Prop 400 funding projects with new money, what is the status of other Prop 400 projects and could they move forward and take advantage of the additional \$33 million in un-programmed money.

Ms. Yazzie responded that MAG and RPTA have been in discussion about the TLCP to address this question.

Mr. Hodgins said that while the region expects additional 5309 federal funding, specific projects had not yet been identified for those funds. Discussion followed.

Chair Cotton stated that there were no additional comments and moved onto the next item on the agenda.

6. Proposed Federal Economic Stimulus Legislation

Ms. Yazzie mentioned that there was no formal presentation, but referred members to a recent memorandum in December 2009. The U.S. House of Representatives passed H.R. 2847 (Stimulus Two, a Jobs Bill) which identifies \$155 billion to fund a variety of programmatic areas in a bill similar to ARRA. As it relates to transportation issues, some spending provisions of this legislation have deadlines that are faster than those with the ARRA. Approximately \$66 million for the transit area.

Ms. Yazzie explained that a significant difference in H.R. 2847 compared to ARRA are the use-it-or-lose-it deadlines. The new legislation has provisions that fifty percent of identified funding (for both highway and transit) need to be under contract within ninety days of apportionment. Also, one year after apportionment any remaining identified funding that is not under contract will be lost. It is important to note that this legislation is still emerging and is subject to amendments as it goes to the Senate. The legislation in its current form would allocate \$27.5 billion to Highway Infrastructure Investment which is nearly identical to ARRA. For Transit Capital Assistance there is currently \$6.15 billion identified which is approximately \$750 million less than the ARRA. An additional transportation provision in H.R. 2847 currently includes \$8 billion nationally for high speed rail.

Ms. Yazzie mentioned that if the bill is passed, then it would now be working through the MAG Transit Committee to work through the guidelines and project programming for this new Stimulus 2. She thanked RPTA for the work they did on the first ARRA project and following the previous set of guidelines set by the FTA.

Chair Cotton stated that there were no additional comments and moved onto the next item on the agenda.

7. Discretionary Bus and Urban Circulator Livability Programs

Chair Cotton introduced Ms. Alice Chen, who is a new MAG Transit Planner working for Eileen Yazzie. Ms. Chen explained that MAG would not be coordinating the grant process for this project, but wanted to gather and offer information for MAG Transit Committee members. In December 2009, the Federal Transit Administration (FTA) recently announced the availability of two national 5309 Discretionary Livability Programs grants for award to jurisdictions and agencies with proposed projects that support federal transportation, environmental protection and housing investments. The two programs total \$280 million dollars in funding with \$150 million allocated toward a Bus Livability Program and \$130 million allocated toward an Urban Circulator Program. As a note, bus operations and maintenance are not eligible in either one of these grants.

Ms. Chen noted that both programs have federal submission deadlines of February 8, 2010. Proposals for the Bus Livability Program, which must be submitted through the regional designated grant recipient (to Ken Kessler at the City of Phoenix) will require additional lead time and will be due to the City on January 27, 2010. A webinar was to commence on January 20<sup>th</sup> for additional information.



The Bus Livability Program will fund up to 80 percent of the project, with a 20 percent local match identified for prompt implementation. Bus and bus equipment purchases, transit facilities and TOD are all included in this grant. Sustainability is a key factor in this grant application. The environmental work has to have been initiated as with the preliminary design of the project, with a project to begin within a reasonable period of time.

Ms. Chen explained that the Urban Circulator Program stems from unallocated New Starts and Small Starts funding. The purpose is for transit Guide way capital investment projects. The project must be a fixed guide way for 50 percent of its length. The funding can also be used for transit centers and park and rides that are related to or support the project. Can be used for transit that uses a BRT busway for 50 percent of its length. Can also be used for a corridor based bus project. One that uses signal prioritization, special name branding, frequent service offered at least 14 hours per day. Grant will fund up to 80 percent of the project (up to \$25 million), with a 20 percent local match identified for prompt implementation. Sustainability is a key factor in this grant application and the project is to begin within a reasonable period of time. A financially feasibility plan is a requirement to ensure that continued operating funds will be available for the lifetime of the project. An alternative analysis must have been completed and construction must be underway within 18 months of the grant award. These grants are submitted directly from the local sponsor or agency and the deadline is February 8, 2010.

Chair Cotton asked if there were any additional comments, and noting none, moved onto the next item on the agenda.

8. Regional Transit Framework Study

Mr. Wallace explained that the Regional Transit Framework Study is provided for information and discussion, and will be brought back to the Transit Committee in March for action.

Mr. Wallace defined the intent of the Regional Transit Framework Study is to look beyond the Regional Transportation Plan (RTP), as well as beyond the time frame and financial capacity of the RTP as well. The plan also looks at immediate transit needs. The study also focuses on a Market-Based approach to transit planning in the MAG region. The study provides a technical framework for future policy discussions. The 16-18 month study process focused specifically on the technical aspects of the region's transit needs, and this technical document will assist in the region's future transit policy discussions.

Mr. Wallace then summarized four areas that were primary focuses of the Regional Transit Framework Study. First, the study included an extensive public and agency outreach effort, including over 50 public and agency involvement meetings, focus groups with transit riders and non-riders, a webinar (with a link to a transit survey). Second, a peer regions review was conducted, with an extensive review of comparison and contrast with many peer regions. A Peer Region panel was brought into the Valley in November 2008 to discuss their transit programs with the MAG Transit Committee. Third, the study included a technical evaluation of needs for both the current and future transit systems. The fourth area was to develop and analyze a series of study alternatives for the region.

Mr. Wallace explained some findings of the peer review analysis. Per capita investment in transit, the MAG region is significantly behind our peer regions. Currently, the MAG region expends \$71 per capita, while the peer region average was \$129. The study recommends three alternative investments choice options for future transit in the MAG region, Basic Mobility, the lowest investment level, Enhanced Mobility, with an investment level comparable to the peer region average, and Transit Choice, with an investment level comparable to the Seattle region. The Transit Choice alternative would provide the highest level of regional transit services and a truly comprehensive regional transit system.

Mr. Wallace reiterated that in March the Transit Committee will be asked to accept the findings of the Framework, which would then work its way to the MAG Regional Council. Another task would be accepting the illustrative corridors map which could be included in the RTP and also recommend some of the future planning actions identified in the MAG work program process. Once this study is accepted by the Regional Council, then it would be the appropriate time to discuss transit policy issues on a regional level and the role of transit in the MAG region. It would be likely that the MAG Transit Committee would take policy direction guidelines from the MAG TPC in the coming months.

Mr. Wallace noted that the illustrative corridors map would appear in the 2010 Regional Transportation Plan Update. This map does not guarantee funding or prioritization of any of these projects, but it does begin to lay out the kinds of regional transit projects that may acquire funding in the future.

Chair Cotton asked if there were any questions in regards to Mr. Wallace' report. Mr. Wulf Grote inquired about MAG's plans to keep the Regional Transit Framework Study up to date on a regular basis. As growth patterns have changed in the recent years, perhaps the information in this document will change as well and be open to reevaluation and revisions. Also the document needs to be ready for inclusion in a future ballot referendum so that its recommendations can be implemented by the voters.

Mr. Wallace responded that many issues changed during the 16-18 month lifetime span of the study. There was initially general interest in the study, which escalated significantly as gasoline prices rose to \$4 per gallon, and then the economic downturn once again shifted priorities. These types of changing issues, as well as how the economic downturn may impact longer term growth projections, point out the need to periodically update the study.

Mr. James asked if MAG had any idea of which projects it would prioritize first from the Illustrative Corridors map and list.

Mr. Wallace stated that there is currently no prioritization of the future planning projects and that those decisions would be discussed at the Transit Committee and the MAG Transportation Policy Committee. Mr. Wallace noted that the MAG Transportation Policy Committee would provide the policy direction on how to proceed, and that it would take a number of years to get through the recommendations on the list.

Ms. Rogene Hill asked how the deficiencies identified through the peer region review would be addressed.

Mr. Wallace responded during the peer review and the MAG certification review, it was pointed out that more could be done to integrate transit planning into the overall transportation planning process. This Committee will have the opportunity to help integrate transit issues more fully into the regional transportation planning process.

Chair Cotton noted that Federal representatives have indicated that the new reauthorization bill will likely link transit studies with EPA, HUD, livability, human services and land use issues. This will be the new standard and we should be aware of these upcoming changes in our future grant application processes to ensure grant compliance and the ability to secure federal funding for the region.

Chair Cotton stated that there were no additional comments and moved onto the next item on the agenda.

9. Request for Future Agenda Items

Chair Cotton asked if the members of the Transit Committee had any issues that they would like to see as a future agenda item. Hearing none, Chair Cotton noted that she would like the City of Phoenix staff and MAG staff to coordinate to provide an update at a future meeting to the Transit Committee on the region's open federal grants, the location of the funding sources, and the status of each grant. Chair Cotton added that in the spirit of accountability and transparency, this information needs to be available to everyone.

Chair Cotton stated that there were no additional future agenda items and moved onto the next item on the agenda.

10. Next Meeting Date

Chair Cotton informed members in attendance that the next meeting of the Transit Committee would be held on Thursday, February 11, 2010 at 1:30 pm in the Saguaro Room. Chair Cotton once again welcomed and thanked those in attendance and via teleconference for attending this first meeting of the MAG Transit Committee.

There being no further business, Chair Cotton adjourned the meeting at 3:03 p.m.